

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. FOLEY. Mr. Speaker, on rollcall No. 515, I was unavoidably detained. Had I been present, I would have voted "yea."

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#### GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the conference report to accompany H.R. 4475, and that I may include tabular and extraneous material.

The SPEAKER pro tempore (Mr. LAHOOD). Is there objection to the request of the gentleman from Virginia?

There was no objection.

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#### CONFERENCE REPORT ON H.R. 4475, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2001

Mr. WOLF. Mr. Speaker, pursuant to House Resolution 612, I call up the conference report on the bill (H.R. 4475) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 612, the conference report is considered as having been read.

(For conference report and statement, see proceedings of the House of October 5, 2000, at page H8922.)

The SPEAKER pro tempore. The gentleman from Virginia (Mr. WOLF) and the gentleman from Minnesota (Mr. SABO) each will control 30 minutes.

The Chair recognizes the gentleman from Virginia (Mr. WOLF).

Mr. WOLF. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I have the pleasure to present today the conference report on the Department of Transportation and related agencies. In total, the bill provides \$17.8 billion in discretionary budget authority for critical operations of the Department of Transportation, an increase of \$3.5 billion over fiscal year 2000. Much of the increase over last year's level is attributed to mandated increases in the Federal Aviation Administration as a result of the enactment of AIR21. In addition, the increase over last year is a result of additional operational requirements of the U.S. Coast Guard.

Allow me to mention a couple of highlights:

\$4.5 billion for the Coast Guard, of which \$565 million is for drug interdiction;

\$12 billion for the Federal Aviation Administration, a 25 percent increase over last year, consistent with the requirements of AIR21, of which \$3.2 billion is for airport improvement programs;

\$30 billion for the federal-aid highways program, an increase of almost \$2 billion over last year and consistent with TEA21;

\$720 million for the emergency relief highway program to fund the backlog of overdue bills to restore highways damaged in previous natural disasters;

\$6.3 billion for transit program spending, an increase of \$486 million;

\$279 million for the Federal Motor Carrier Safety Administration, more than double last year, to improve truck safety on our Nation's roads;

\$404 million for the National Highway Traffic Safety Administration, an increase of nearly 10 percent, again safety;

\$725 million for the Federal Railroad Administration, of which \$521 million is for Amtrak;

\$47 million for pipeline safety, which is an increase of over 25 percent.

In addition, the conference agreement contains several items that have been of deep interest to a lot of Members. The agreement before the body contains the following resolutions on rollover, hours-of-service, and .08.

First, on rollover, the agreement permits the National Highway Traffic Safety Administration to move forward with its rollover testing proposal while the National Academy of Sciences studies static versus dynamic testing. Once the study is completed, the administration must propose any appropriate revisions to their testing procedures.

Second, the agreement permits the Federal Motor Carrier Safety Administration to collect and analyze public comments and data on its proposed hours-of-service rule-making during fiscal year 2001. The administration may also issue a supplemental notice of proposed rule-making once this analysis is complete. However, the agreement prohibits the Federal Motor Carrier Administration from taking any final action on the proposed rule during the year 2001. However, a lot of Members in this body and on the committee will be watching to see the Motor Carrier move ahead, because over 5,000 people a year are killed with regard to trucks every year and a number because of tired truck drivers.

Third, the agreement modifies the Senate provision on .08 but still adopts a national standard for drunk driving. This new provision requires all States to adopt a blood alcohol level of .08 by fiscal year 2004. If States do not adopt this standard, they will lose a portion of their highway funds each year, 2 percent in the year 2004, 4 percent in 2005, 6 percent in 2006, and 8 percent in 2007. However, the highway funding would be restored if a State moves to the lower standard by the end of the year 2007. This is basically in honor and in memory of the moms and dads who have lost loved ones on the road because by doing this, we will save four to 500 lives every year. It is my understanding that the Department of Transportation and the White House

supports all three of these compromises.

Mr. Speaker, the conference agreement also includes a provision relating to the Central Artery project. This provision is the culmination of 6 years of review and scrutiny by this committee and the Department of Transportation's Inspector General on the project. The Central Artery/Tunnel project in Boston, first estimated to cost \$2.5 billion in fiscal year 1985, is now estimated to top \$13.1 billion. This provision contained in the conference agreement codifies a recent agreement with Massachusetts officials and the Federal Highway Administration which limits Federal financial participation in the project to \$8.5 billion, and sets forward other terms and conditions, including the requirement that the Commonwealth of Massachusetts undertake a balanced statewide construction program of \$400 million a year.

Mr. Speaker, this provision is not meant to impugn the administration of, or the recent actions by, the Massachusetts Turnpike Authority. In fact, over the last recent months, the new administration has been forthcoming with details of the cost overruns and the cost to complete the project, something that previous MTA officials withheld from Federal officials. This provision is not to prejudice the current administration of the MTA but rather to ensure that the Federal Highway Administration and the Secretary of Transportation fulfill their fiduciary responsibilities to the American taxpayer.

This conference agreement is a good bill, it is balanced, and it is a bill which will clearly, whether it be on the rollover, whether it be on the .08, whether it be on the trucks and the others and the Coast Guard will save lives. Seldom do we get an opportunity to vote for something that we clearly know will save so many lives. It deserves, hopefully, the body's support. It is my understanding the administration has no serious objections to the bill and will sign it.

Before I close, I would like to thank the gentleman from Minnesota (Mr. SABO), the ranking member, and the other members of the subcommittee for the bipartisan spirit which they have shown in helping us to reach an agreement on these issues. This has never been a partisan bill, and I am pleased that this tradition continues. The gentleman from Minnesota (Mr. SABO) and the gentleman from Wisconsin (Mr. OBEY) have been most gracious and willing to reach compromises needed to move this bill forward to the President.

The gentleman from Florida (Mr. YOUNG), our full committee chairman who has done such an outstanding job, has always ensured that this subcommittee's allocation is ample to accommodate the needs of this subcommittee. With that spirit, I think we have a good bill.

Mr. Speaker, I would like to also take a moment to express my deepest